BookletChart™

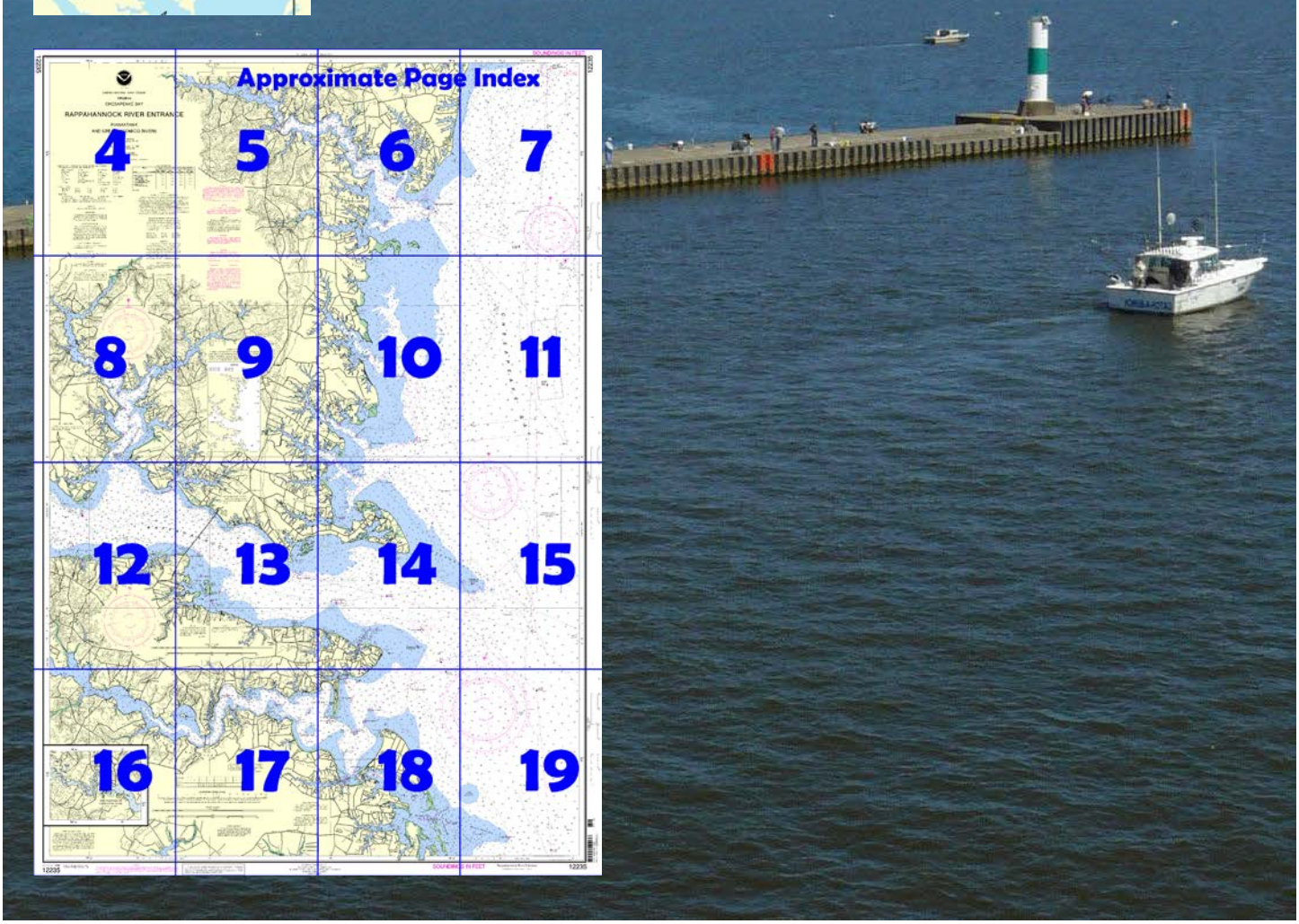
Rappahannock River Entrance – Piankatank and Great Wicomico Rivers

NOAA Chart 12235

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12235.

(Selected Excerpts from Coast Pilot)
Piankatank River is 11 miles northward of Wolf Trap Light. The entrance is between **Cherry Point** (37°31.0'N., 76°17.8'W.), at the north end of **Gwynn Island,** and **Stingray Point,** 2.5 miles to the northward. The entrance point is 45.3 miles above the Virginia Capes. **Stingray Point Light** (37°33'41"N., 76°16'12"W.), 34 feet above the water, is shown from a platform with a green and white diamond-shaped daymark on piles in depths of 6 feet 1.3 miles east of the point.
Traffic on Piankatank River consists of fish, shellfish, and shells. Drafts of vessels using the river are mostly 6 feet, but drafts up to 11 feet are on record. The river has depths of about 18 feet in the approach from northeastward through a buoyed lane in the fishtraps, 16 feet or more to the fixed bridge 9 miles above the mouth, and 7 feet to Freeport, 13.5 miles above the mouth. Lights and buoys mark the lower 6 miles of the river channel.
During severe winters, the Piankatank River is sometimes closed by ice for short periods. Hull repairs can be made to medium-size vessels in Fishing Bay; gasoline and diesel fuel are available.
Jackson Creek, on the north side of Piankatank River 1 mile above the mouth, has a dredged entrance channel marked by a light and daybeacons. In 2010, the controlling depth was 3 feet in the right half of the channel with shoaling to 1 foot in the left half to Daybeacon 7, thence 3.2 feet (8.3 feet at midchannel) to Daybeacon 10; inside Jackson Creek, above Daybeacon 10, natural depths of about 8 to 9 feet were available in the middle of the creek channel. Stakes usually define the channel edges. **Deltaville** is at the head of the north arm.
Hills Bay, on the south side of Piankatank River 2 miles above the mouth, has general depths of 14 to 20 feet, and is the approach to Queens Creek and Milford Haven.
Queens Creek, at the head of Hills Bay, is entered by a dredged channel that leads across the bar at the entrance and thence to a turning basin about 0.6 mile above the entrance. In 2009, the controlling depth was 6 feet in the entrance channel and basin. The channel across the bar and to the turning basin is marked by lights and daybeacons. A few broken piles that remain of the wooden jetty on the north side of the entrance are marked at the outer end by a daybeacon.
Milford Haven, the strait between Gwynn Island and the mainland to the southwestward, is entered from the head of Hills Bay. Traffic on the waterway consists chiefly of fish and shellfish carried in vessels drawing up to 7 feet. In 2010, a marked channel with a controlling depth of 1.4 feet in the left half and 8.2 feet in the right half of the channel, leads from Hills Bay to natural depths of 15 to 8 feet in Milford Haven.
The jetty on **Narrows Point,** at the north side of the Hills Bay entrance to Milford Haven, is marked by a light. The highway bridge from the mainland to Gwynn Island has a swing span with a clearance of 12 feet in the north opening. (See **117.1 through 117.49,** chapter 2, for drawbridge regulations.)
A marina on Gwynn Island just west of the bridge has gasoline, diesel fuel, supplies, and berths; hull and engine repairs can be made; lift, 40 tons, railway, 60-foot long. A public landing pier is on Gwynn Island just east of the bridge. **Milford Haven Coast Guard Station** is 0.2 mile east of the south end of the bridge.
Callis Wharf at **Grimstead,** on the Gwynn Island side of Milford Haven 0.7 mile from the jetty, has depths of 9 feet at the face. Gasoline, diesel fuel, and some other supplies are available. A marine railway on the southeast side of the entrance to **Edwards Creek,** 0.5 mile eastward of Callis Wharf, can handle boats up to 35 feet for hull repairs.
A wharf at **Cricket Hill,** on the west side of **Lanes Creek**, opposite Edwards Creek, has gasoline, diesel fuel, and ice; depths of 8 feet are reported at the face.
Milford Haven can also be entered from Chesapeake Bay at the south end of Gwynn Island. This passage, known as **The Hole in the Wall** has a reported controlling depth of about 4 feet and is used by small local boats, but is exposed to heavy seas. The passage is marked by lights, daybeacons, and a buoy. Local knowledge is recommended when transiting the passage.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

RAPPAHANNOCK RIVER BRIDGE

A fixed green light between two fixed red lights marks the center of the span.

NOTE C

Disposal area No. 2 lighted buoys "A", "B", and "C" are not charted due to frequent relocations.

NOTE D

The channel west of Parrott Island has shoaled to less than 1 foot along the western half. 4 feet of water is available along the eastern edge with local knowledge.

Apr 1999

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 37° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE B

TRAFFIC SEPARATION SCHEME

Traffic lanes have been recommended for navigating in Chesapeake Bay east of Smith Point Light (see charts 12228, 12225 and 12230).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KEC-92	162.475 MHz
Heathsville, VA	WXM-57	162.400 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.475" northward and 1.200" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

QUEENS CREEK

The controlling depth was 7 feet for a width of 30 feet in the right half of the channel and 6½ feet for a width of 30 feet in the left half of the channel, except shoaling to 3ft at 37°29'14.2"N - 76°19'43.9"W. 6 feet was available in the turning basin.

Dec 2009

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Great Wicomico River Light	(37°48'N/76°16'W)	1.2	1.1	--.--
Dixie, Piankatank River	(37°30'N/76°25'W)	1.5	1.4	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(May 2011)

12235

76° 30' 28' 45' 30' 15' 27' 50' 25'

37° 50'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

CHESAPEAKE BAY

RAPPAHANNOCK RIVER ENTRANCE

PIANKATANK

AND GREAT WICOMICO RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 37° 40'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

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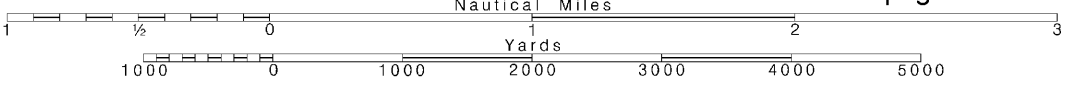
Joins page 8

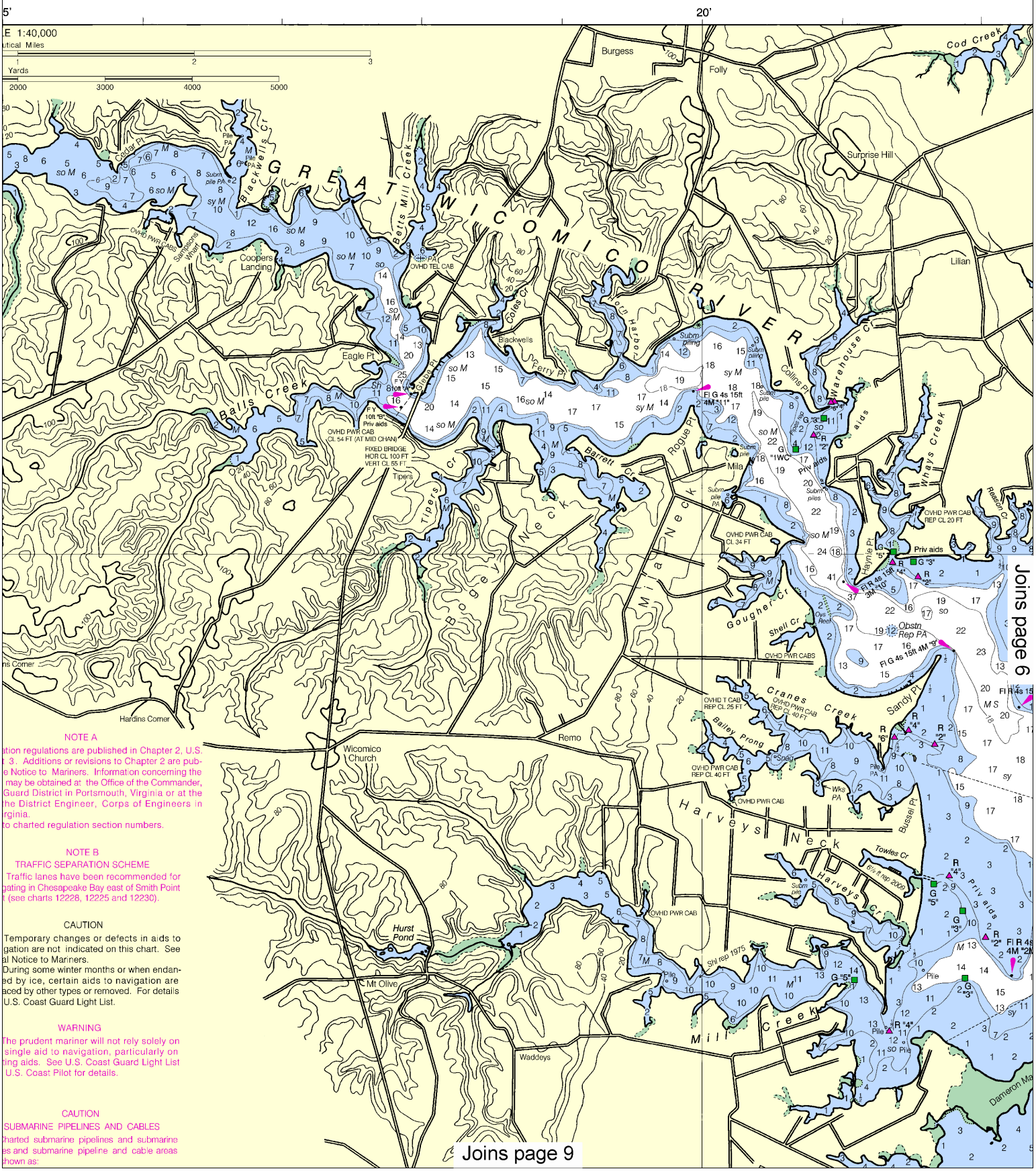
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



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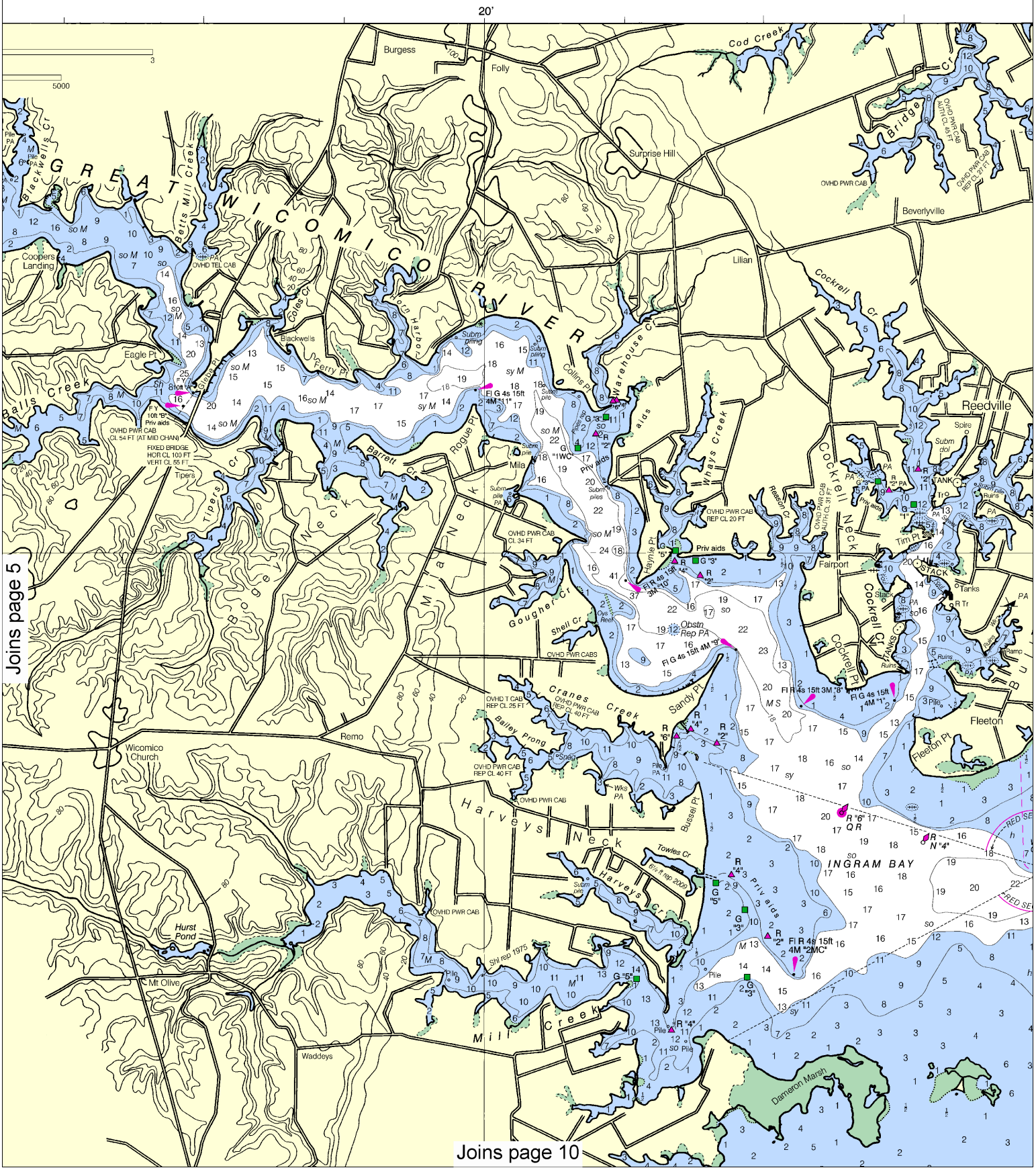
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

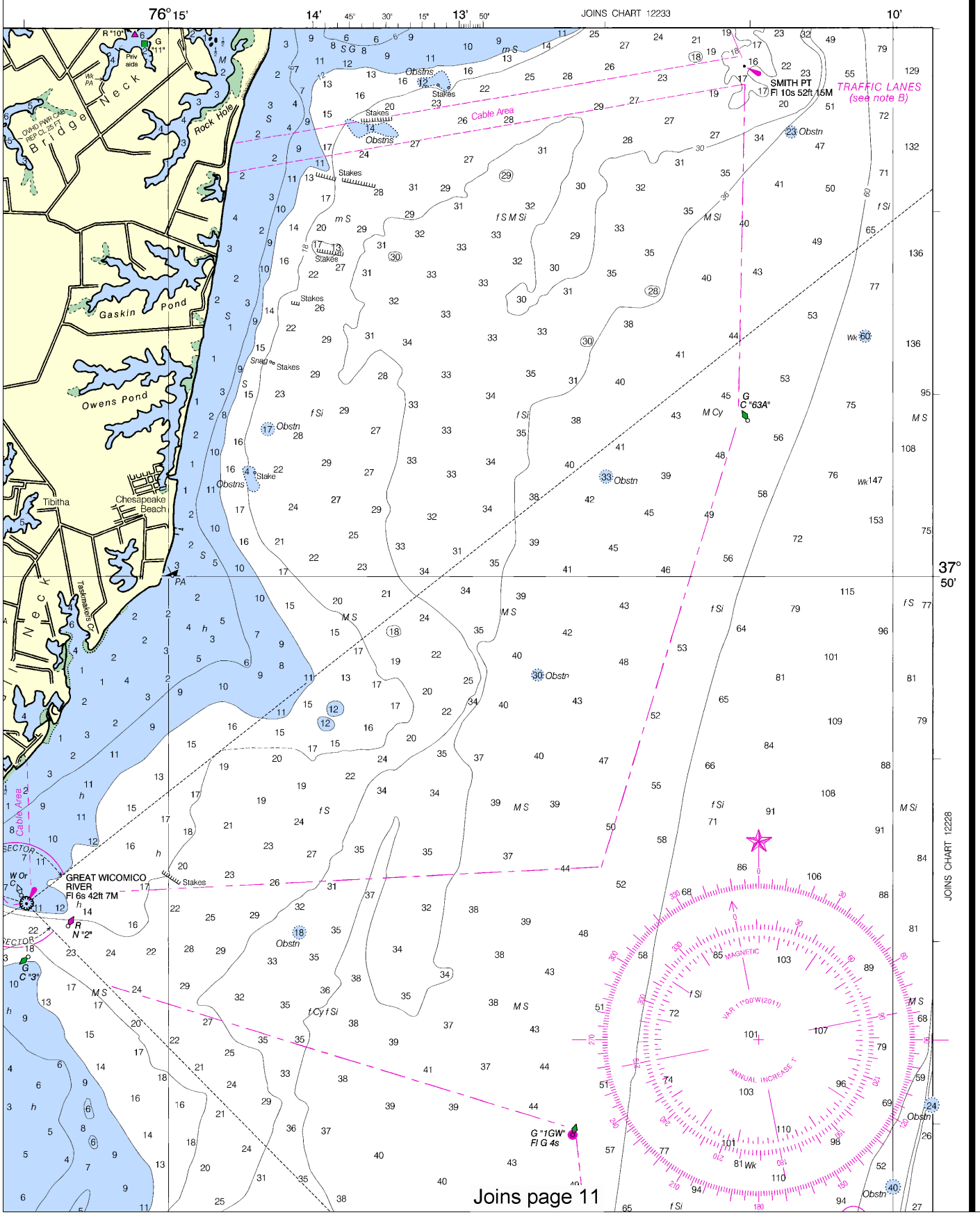
Yards

1000 0 1000 2000 3000 4000 5000

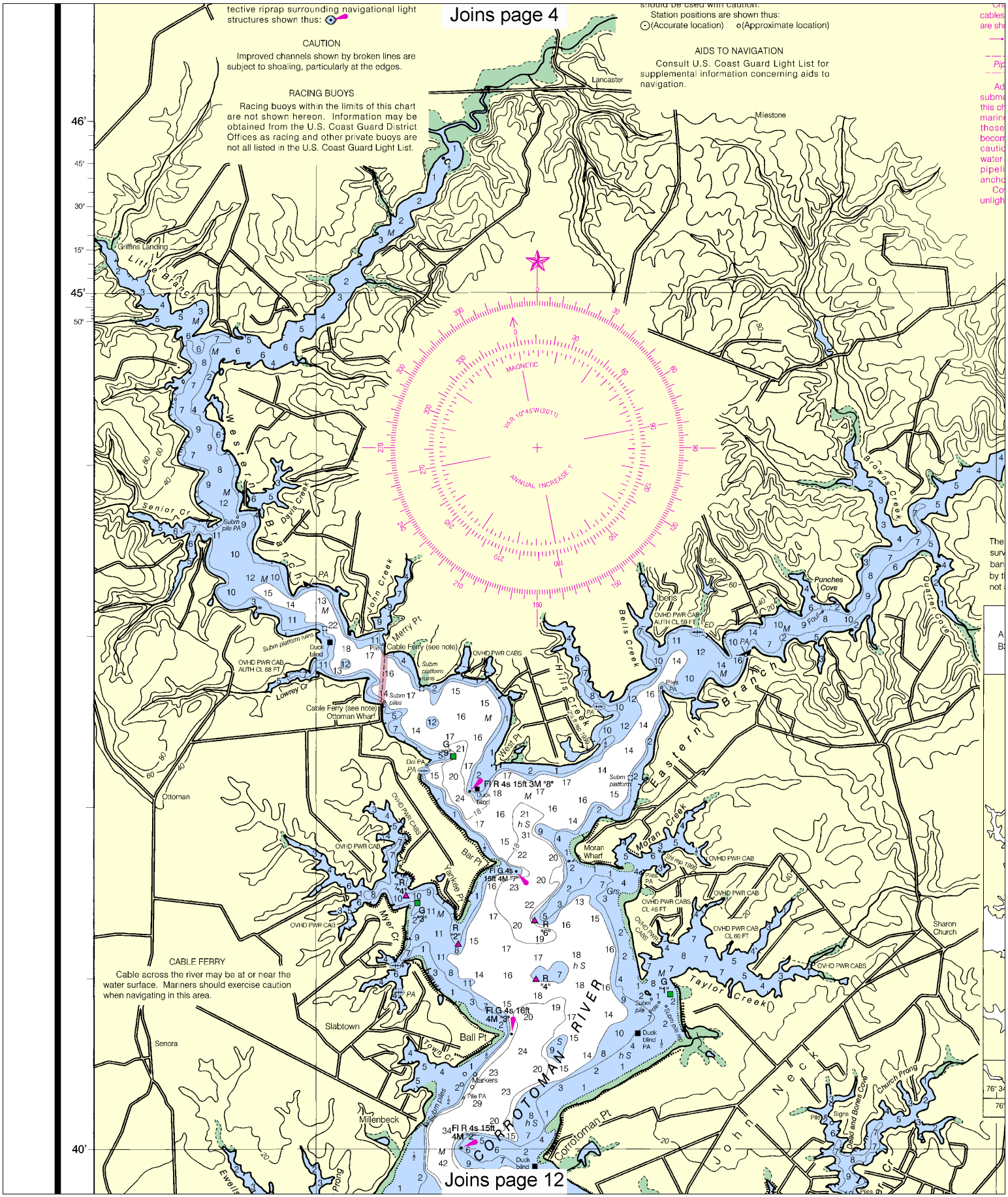
See Note on page 5.

SOUNDINGS IN FEET

12235



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: n/a.



8

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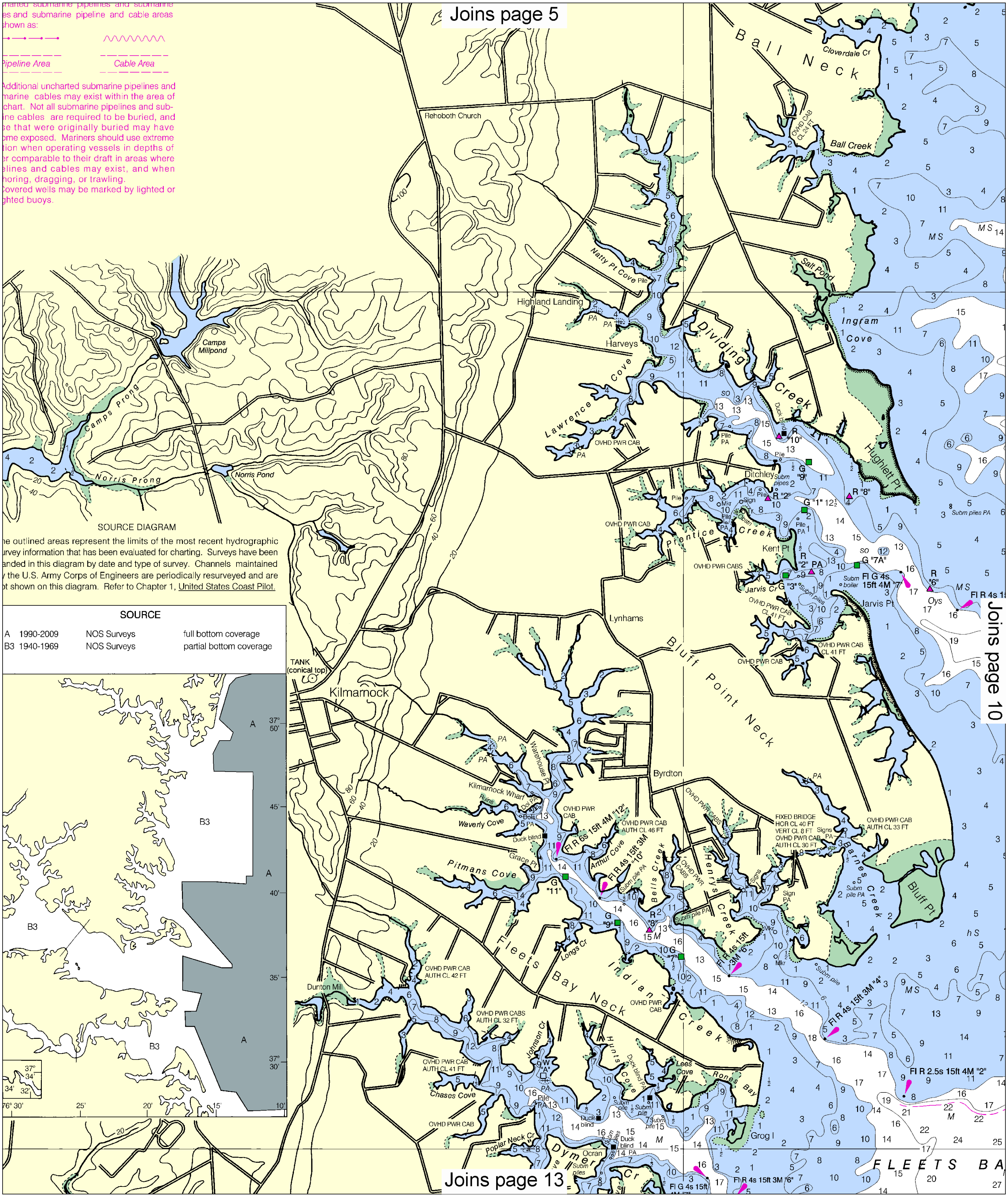
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.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Joins page 13
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SOURCE DIAGRAM
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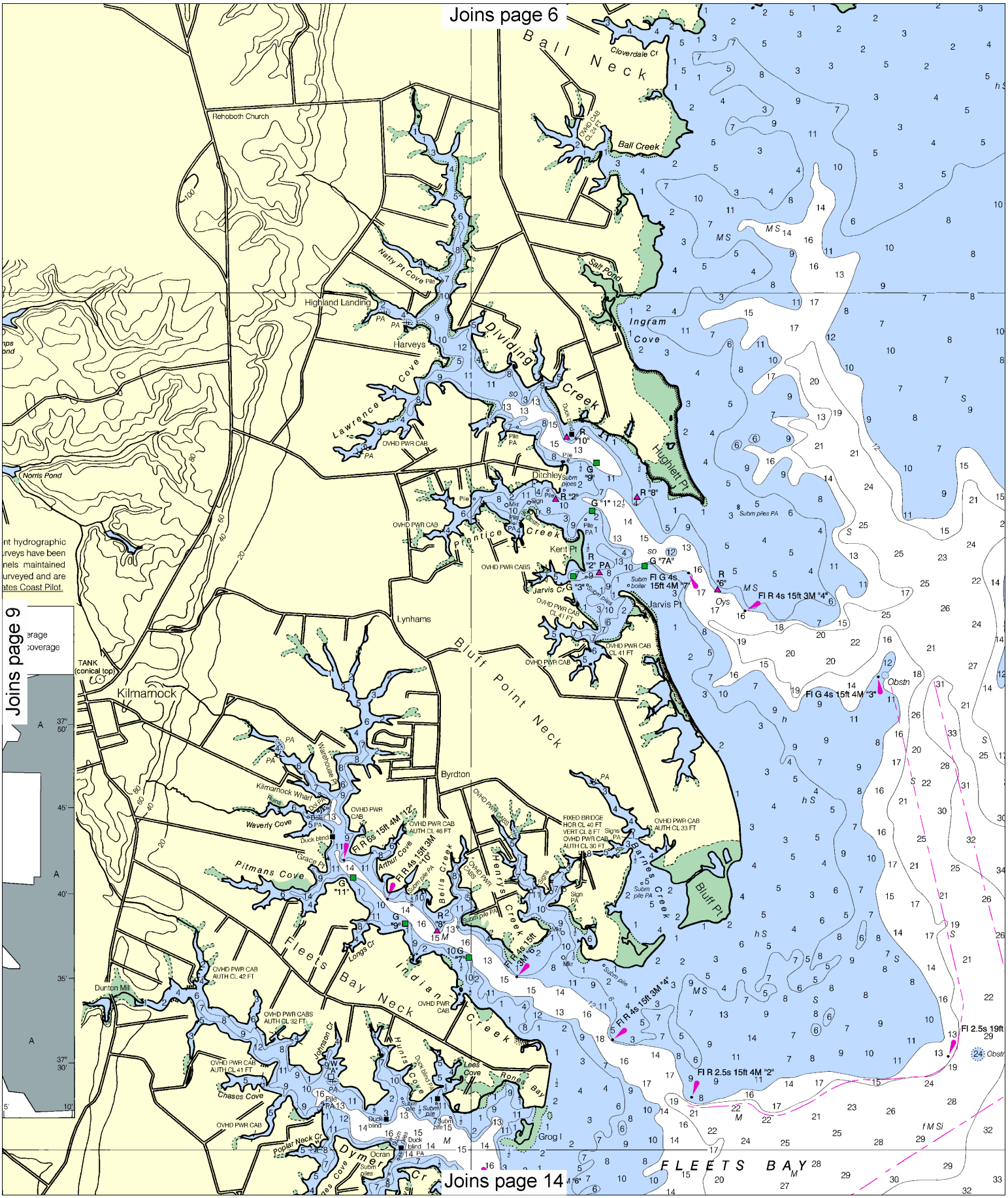
SOURCE
A 1990-2009 NOS Surveys full bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
Rehoboth Church
Ball Neck
Cloverdale Cr
Ball Creek
Salt Pond
Natty Pt Cove
Highland Landing
Harveys
Camps Millpond
Camps Prong
Norris Prong
Norris Pond
Dividing Creek
Ingram Cove
Lawrence Cove
Hughlett Pt
Ditchley
Prentice Creek
Kent Pt
Jarvis Cr
Jarvis Pt
Lynhams
Bluff Point Neck
TANK (conical top)
Kilmarnock
Byrdton
Kilmarnock Wharf
Warehouse Pt
Waverly Cove
Grace Pt
Pitmans Cove
Arthur Cove
Bells Creek
Henrys Creek
Barnes Creek
Bluff Pt
Fleets Bay Neck
Longs Cr
Indian Creek
Dunton Mill
Johnson Cr
Chases Cove
Hunts Cove
Lees Cove
Rones Bay
Grog I
Poplar Neck Cr
Dymer Cr
Ocran
FLEETS BA
FIXED BRIDGE HOR CL 40 FT VERT CL 8 FT
OVHD PWR CAB AUTH CL 46 FT
OVHD PWR CAB AUTH CL 33 FT
OVHD PWR CAB AUTH CL 42 FT
OVHD PWR CABS AUTH CL 32 FT
OVHD PWR CAB AUTH CL 41 FT
Fl R 6s 15ft 4M "12"
Fl R 4s 15ft 3M "10"
Fl R 4s 15ft 3M "4"
Fl R 2.5s 15ft 4M "2"
Fl G 4s 15ft 4M "7"
Fl R 4s 15ft 3M "6"



10

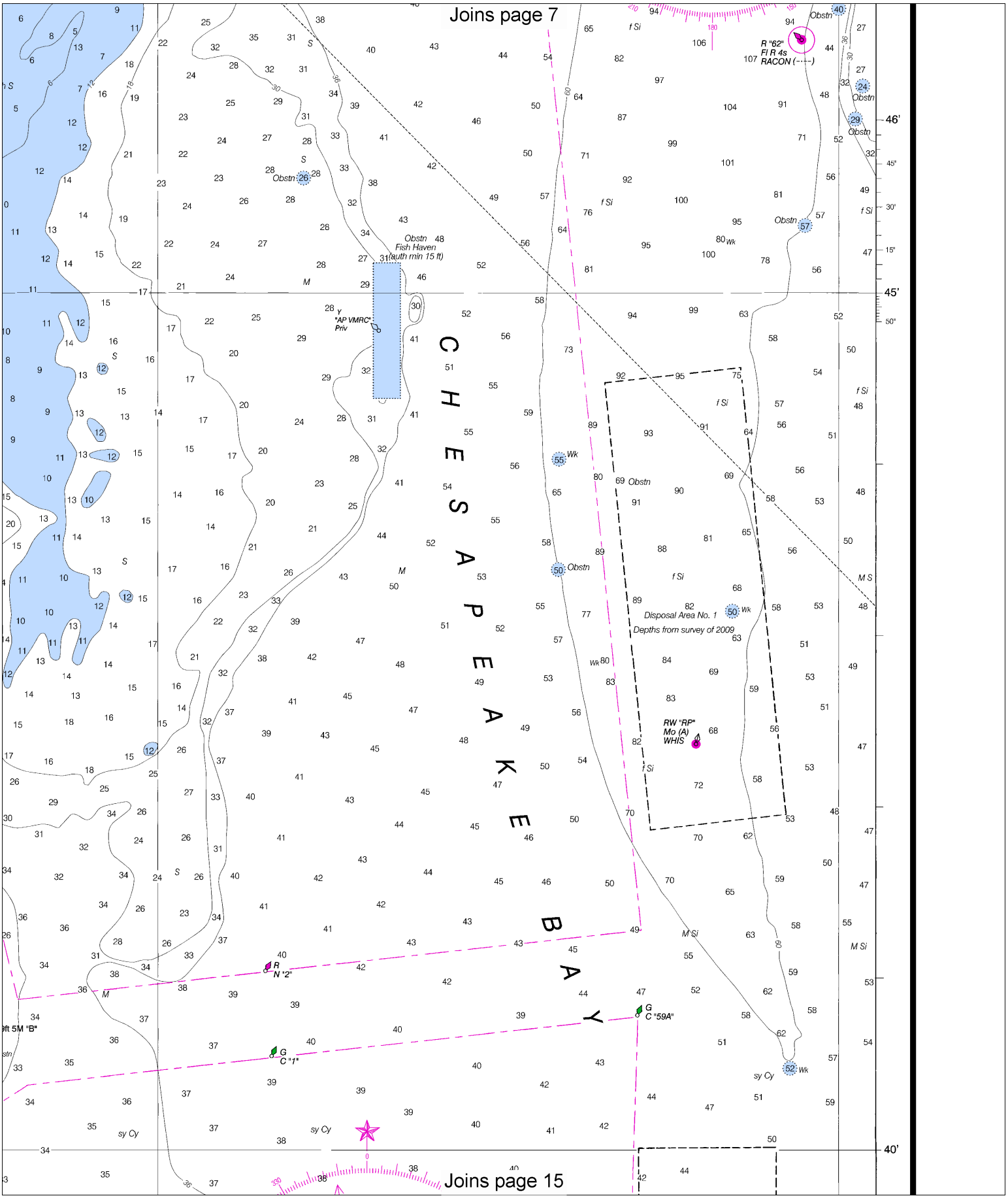
Note: Chart grid lines are aligned with true north.

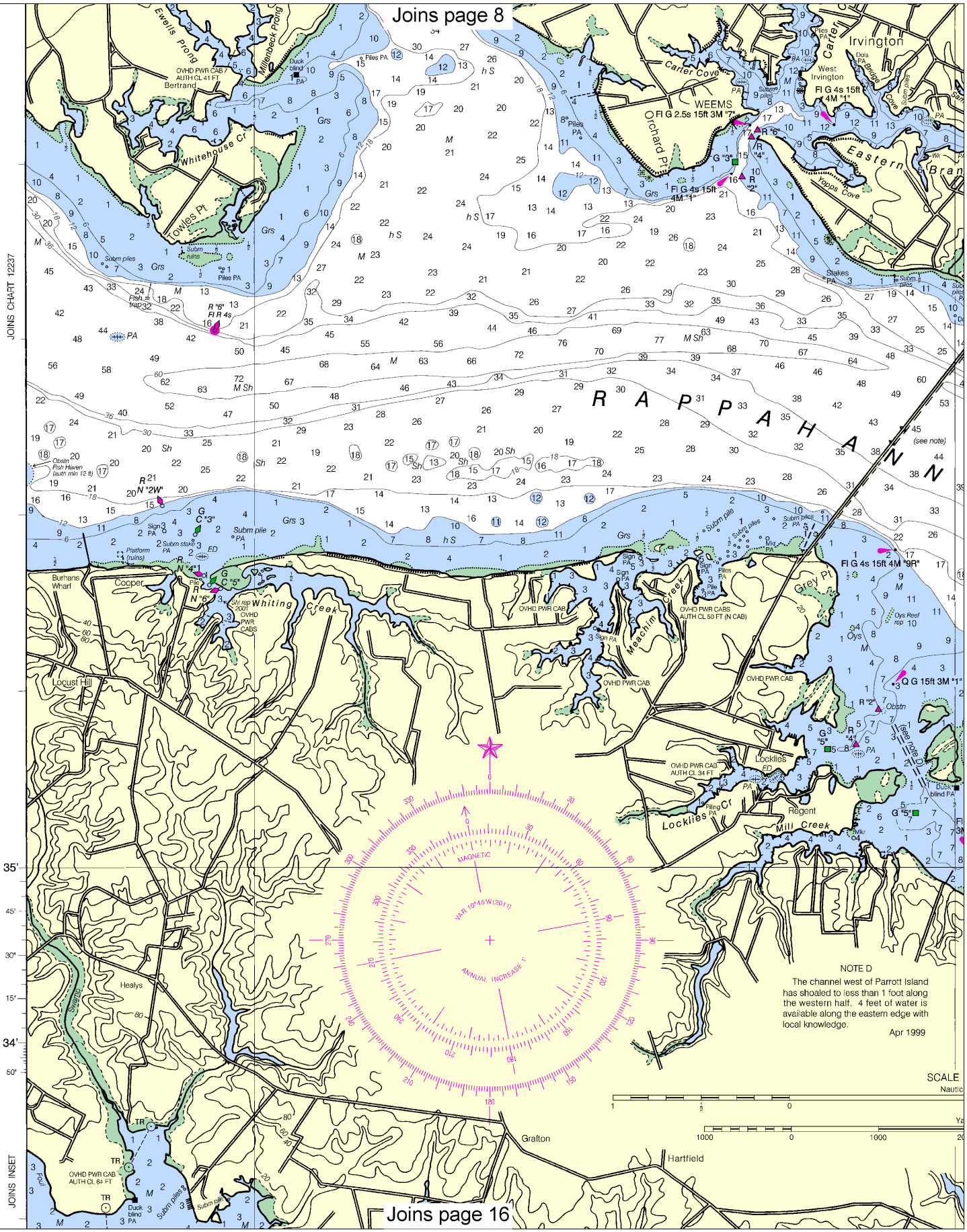
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
CHESAPEAKE BAY
R "62"
Fl R 4s
RACON (---)
Obstn
Fish Haven
(auth min 15 ft)
"AP VMRC"
Priv
Disposal Area No. 1
Depths from survey of 2009
RW "RP"
Mo (A)
WHIS
R
N "2"
G
C "1"
G
C "59A"
sy Cy
f Si
M Si
Wk
46'
45'
40'
Joins page 15



12

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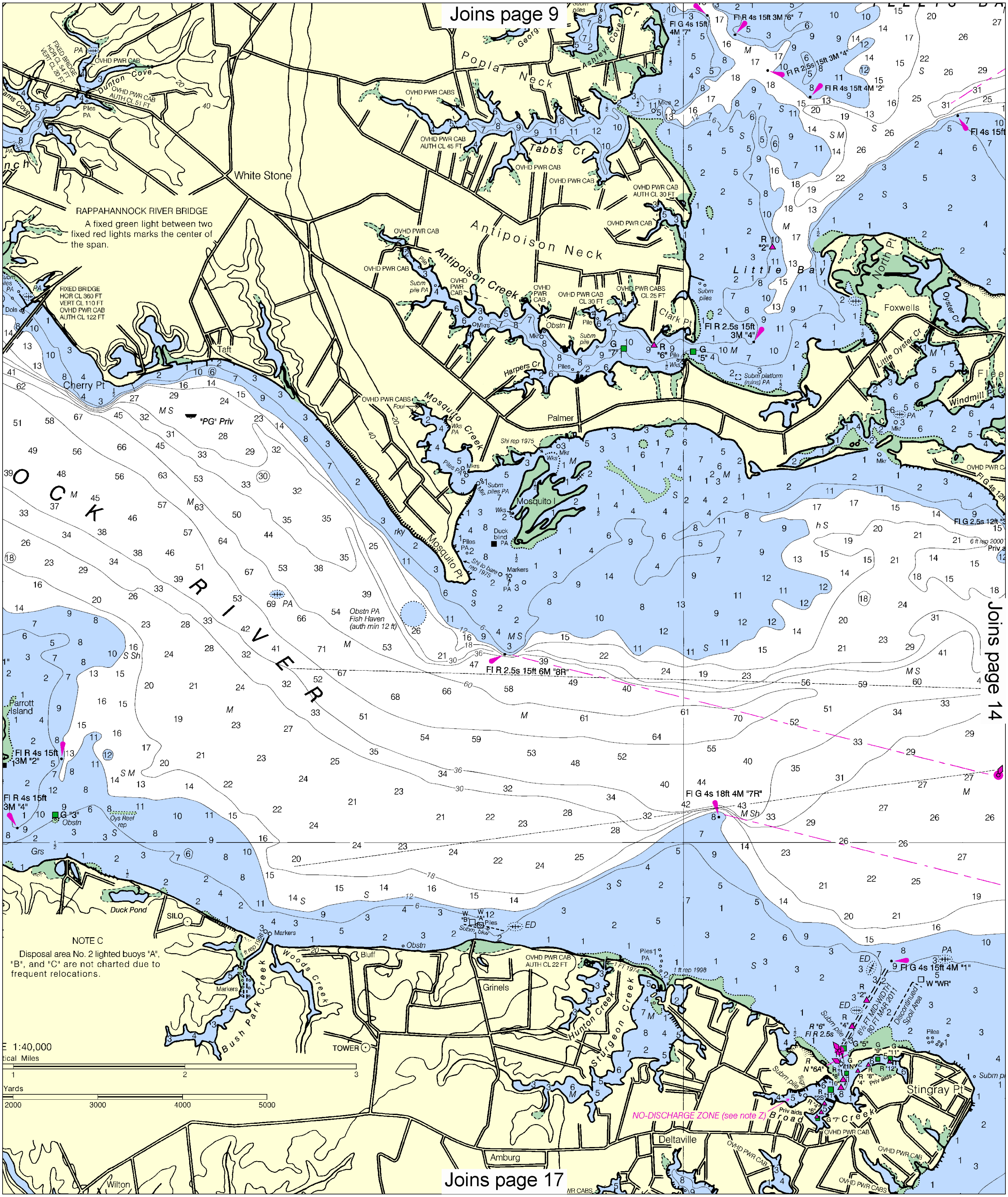
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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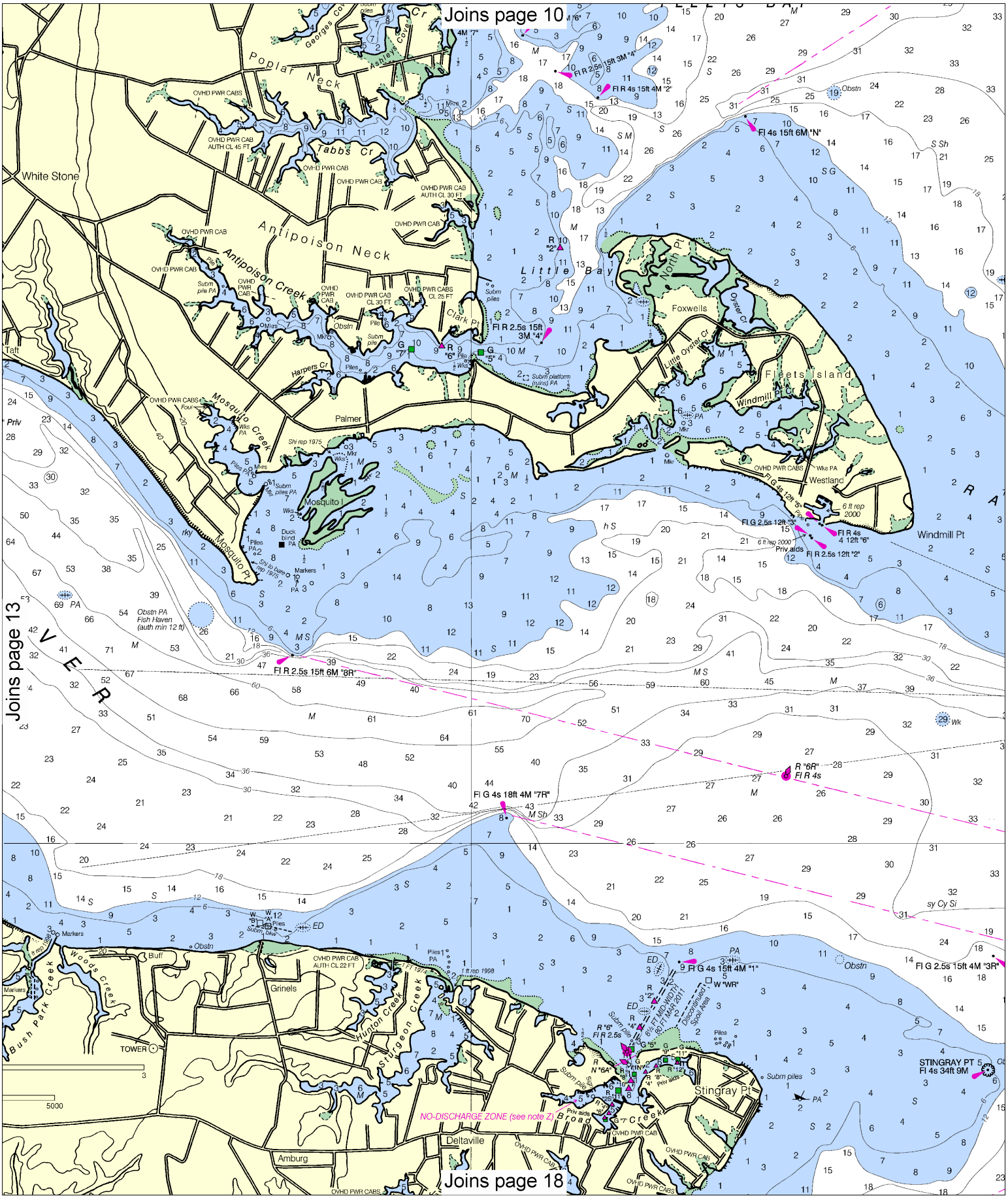
Joins page 14
Joins page 17
RAPPAHANNOCK RIVER BRIDGE
A fixed green light between two fixed red lights marks the center of the span.
FIXED BRIDGE HOR CL 360 FT VERT CL 110 FT OVHD PWR CAB AUTH CL 122 FT
FIXED BRIDGE HOR CL 54 FT VERT CL 20 FT
NOTE C
Disposal area No. 2 lighted buoys "A", "B", and "C" are not charted due to frequent relocations.
NO-DISCHARGE ZONE (see note Z)
White Stone
Poplar Neck
Antipoison Neck
Antipoison Creek
Tabbs Cr
Dunton Cove
Ashleys Cove
Little Bay
North Pt
Foxwells
Oyster Cr
Little Oyster Cr
Windmill Pt
Clark Pt
Harpers Cr
Palmer
Mosquito Creek
Mosquito I
Mosquito Pt
Taft
Cherry Pt
ROCK RIVER
RIVER
Parrott Island
Duck Pond
SILO
Bush Park Creek
Woods Creek
Bluff
Grinels
Hunton Creek
Sturgeon Creek
TOWER
Broad Creek
Deltaville
Amburg
Wilton
Stingray Pt
Fl R 2.5s 15ft 6M "8R"
Fl G 4s 18ft 4M "7R"
Fl G 4s 15ft 4M "1"
Fl R 2.5s 15ft 3M "4"
Fl R 4s 15ft 3M "2"
Fl R 4s 15ft 3M "4"
Fl G 4s 15ft 4M "7"
Fl R 4s 15ft 3M "6"
Fl R 2.5s 15ft 3M "4"
Fl R 4s 15ft 4M "2"
Fl 4s 15ft
Obstn PA Fish Haven (auth min 12 ft)
"PG" Priv
1:40,000



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

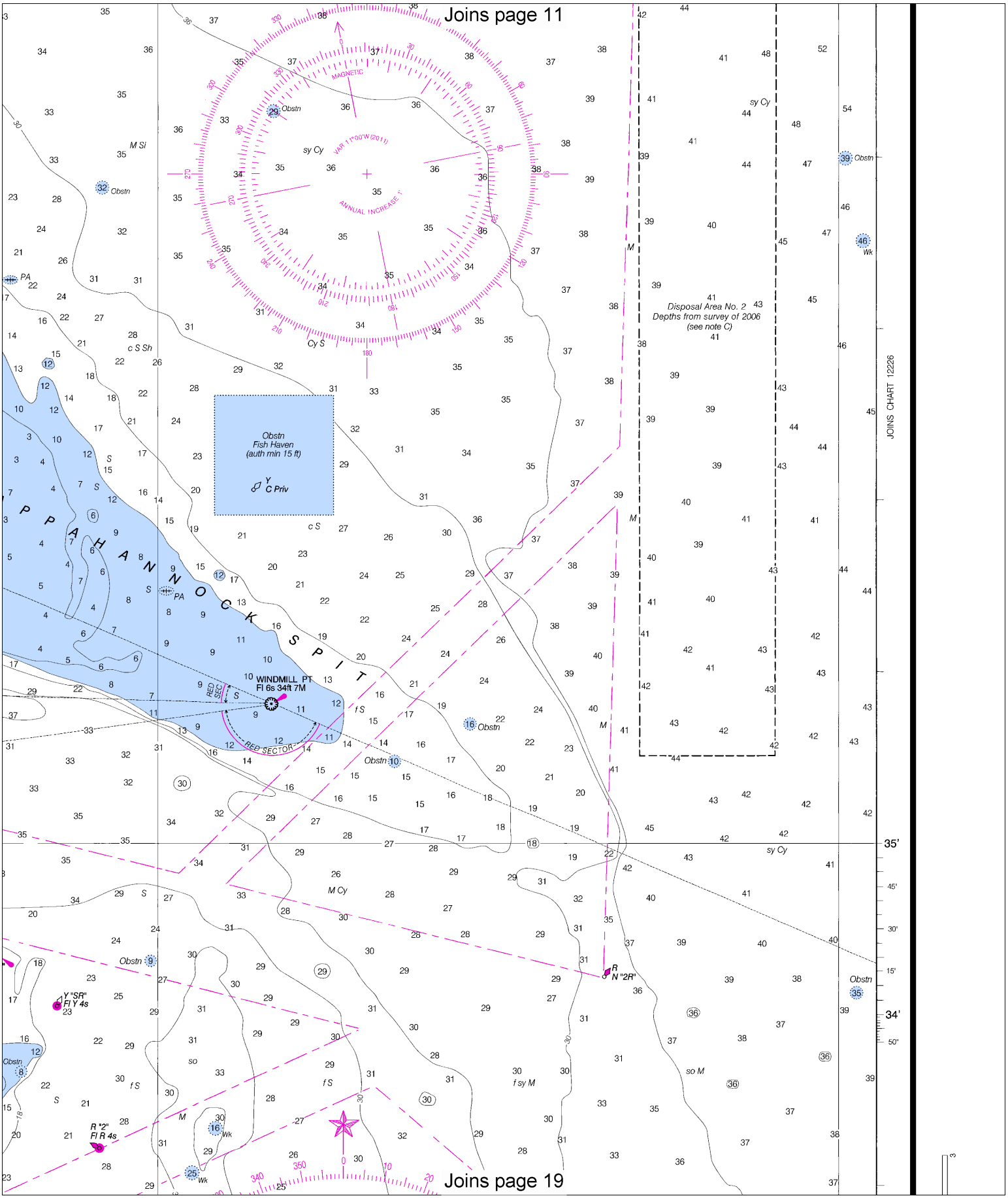
Nautical Miles

1 ½ 0 1 2 3

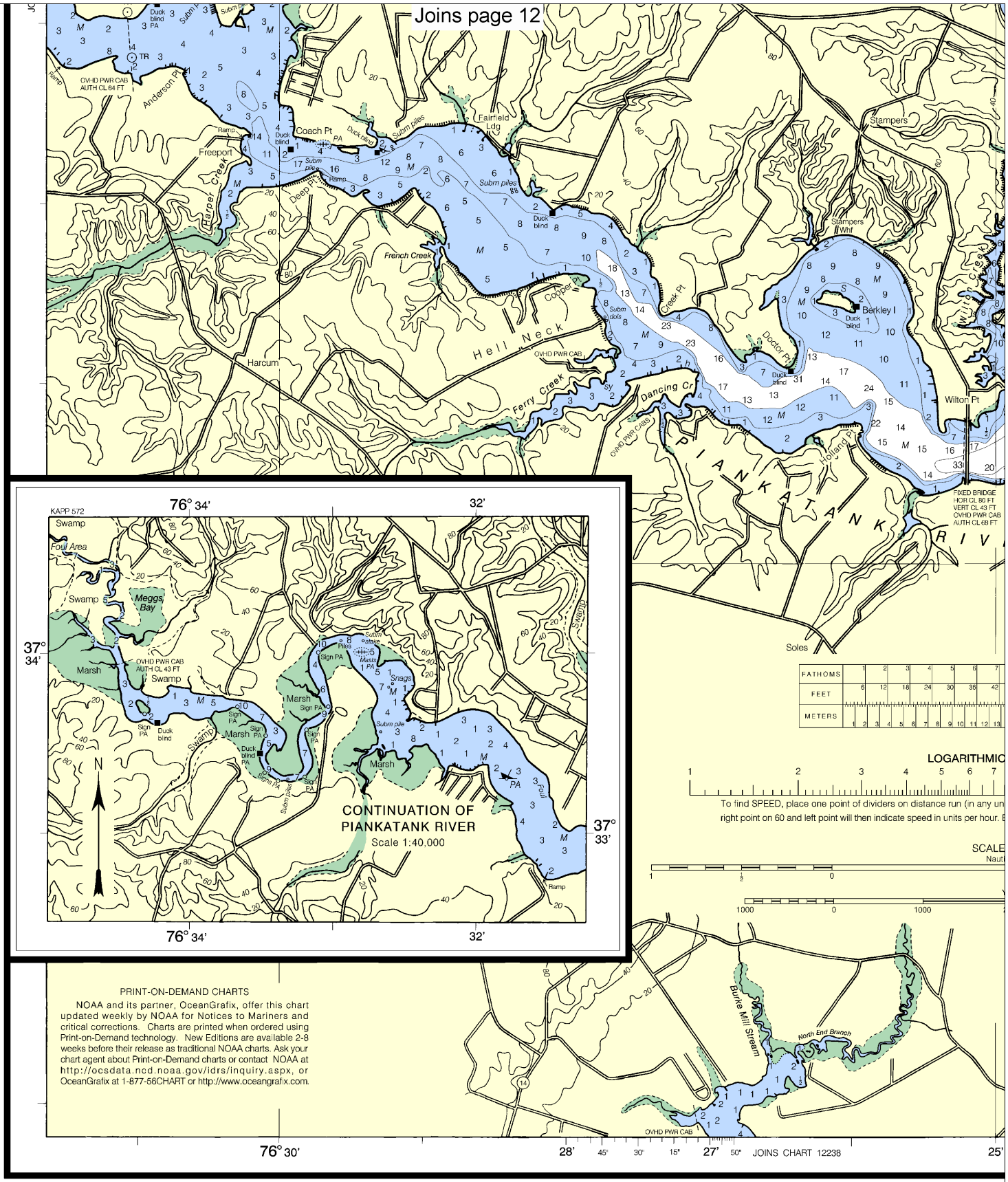
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
MAGNETIC
VAR 11°00'W (2011)
ANNUAL INCREASE 1°
Obstn
sy Cy
M Si
PA
c S Sh
Cy S
Disposal Area No. 2
Depths from survey of 2006
(see note C)
Obstn
Fish Haven
(auth min 15 ft)
Y
C Priv
c S
PAMLICO SOUND
PA
WINDMILL PT
Fl 6s 34ft 7M
RED SECTOR
f S
M
M Cy
Obstn
Y "SR"
Fl Y 4s
R "2"
Fl R 4s
R
N "2R"
so
so M
f S
f sy M
Wk
JOINS CHART 12226
35'
34'
Joins page 19

Joins page 12



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76° 30' 28' 45' 30' 15' 27' 50' JOINS CHART 12238 25'

33rd Ed., Jul. / 11 ■
12235

Corrected through NM Jul. 9/11
Corrected through LNM Jun. 28/11

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been desig
Ocean Service encourages users to su
improving this chart to the Chief, Mar
Service, NOAA, Silver Spring, Marylar

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

QUEENS CREEK

The controlling depth was 7 feet for a width of 30 feet in the right half of the channel and 6½ feet for a width of 30 feet in the left half of the channel, except shoaling to 3ft at 37°29'14.2"N - 76°19'43.9"W. 6 feet was available in the turning basin.

Dec 2009

C SPEED SCALE

8 9 10 15 20 25 30 40 50 60

unit) and the other on minutes run. Without changing divider spread, place
. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

LE 1:40,000

utical Miles

1 2 3

Yards

2000 3000 4000 5000

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

igned to promote safe navigation. The National
ubmit corrections, additions, or comments for
arine Chart Division (N/CS2), National Ocean
and 20910-3282.

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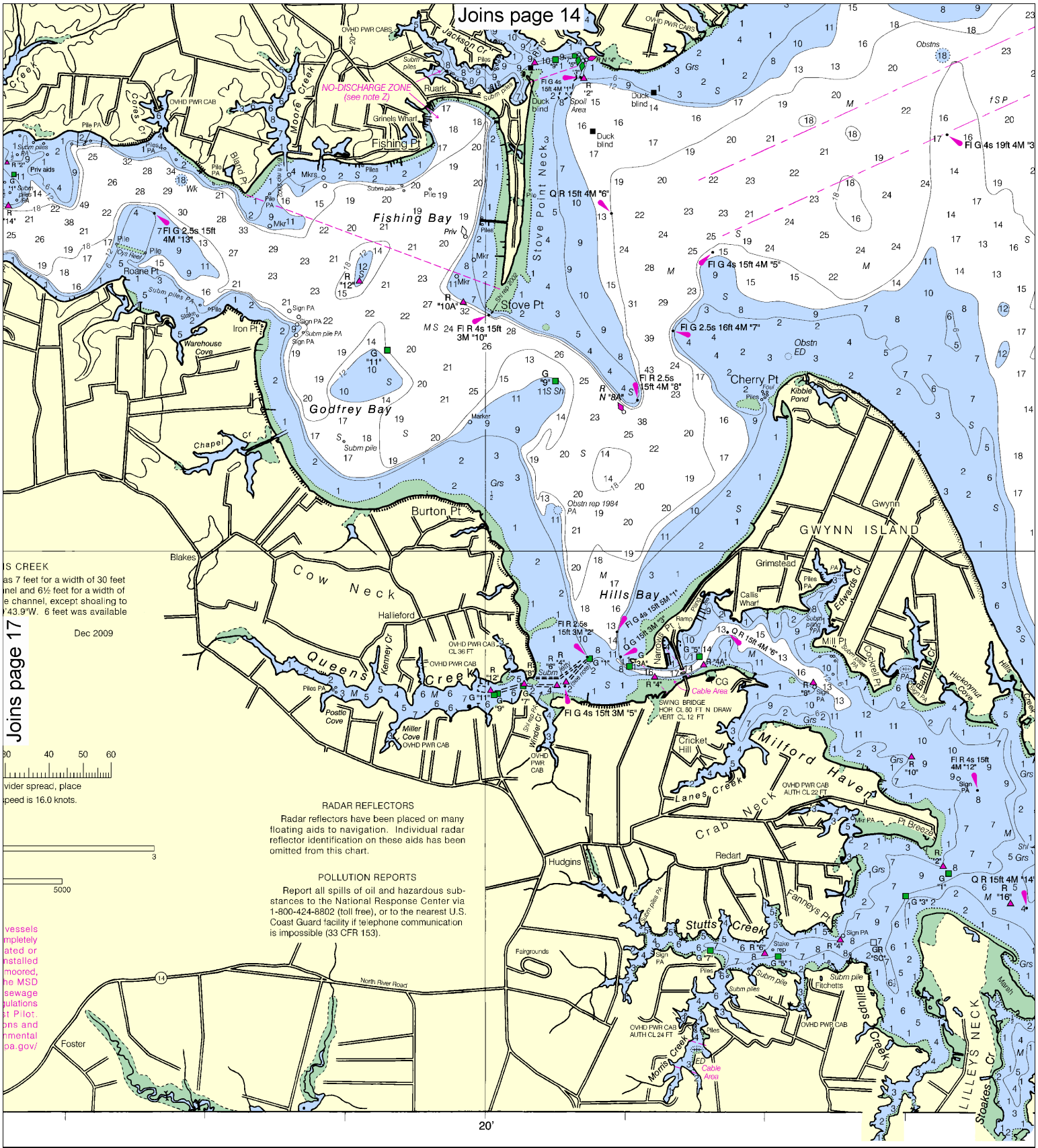
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



S CREEK
as 7 feet for a width of 30 feet
nel and 6½ feet for a width of
e channel, except shoaling to
'43.9'W. 6 feet was available

Dec 2009

vider spread, place
peed is 16.0 knots.

vessels
mpletely
ated or
nstalled
moored,
he MSD
sewage
gulations
t Pilot,
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nmental
pa.gov/

RADAR REFLECTORS

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COAST SURVEY

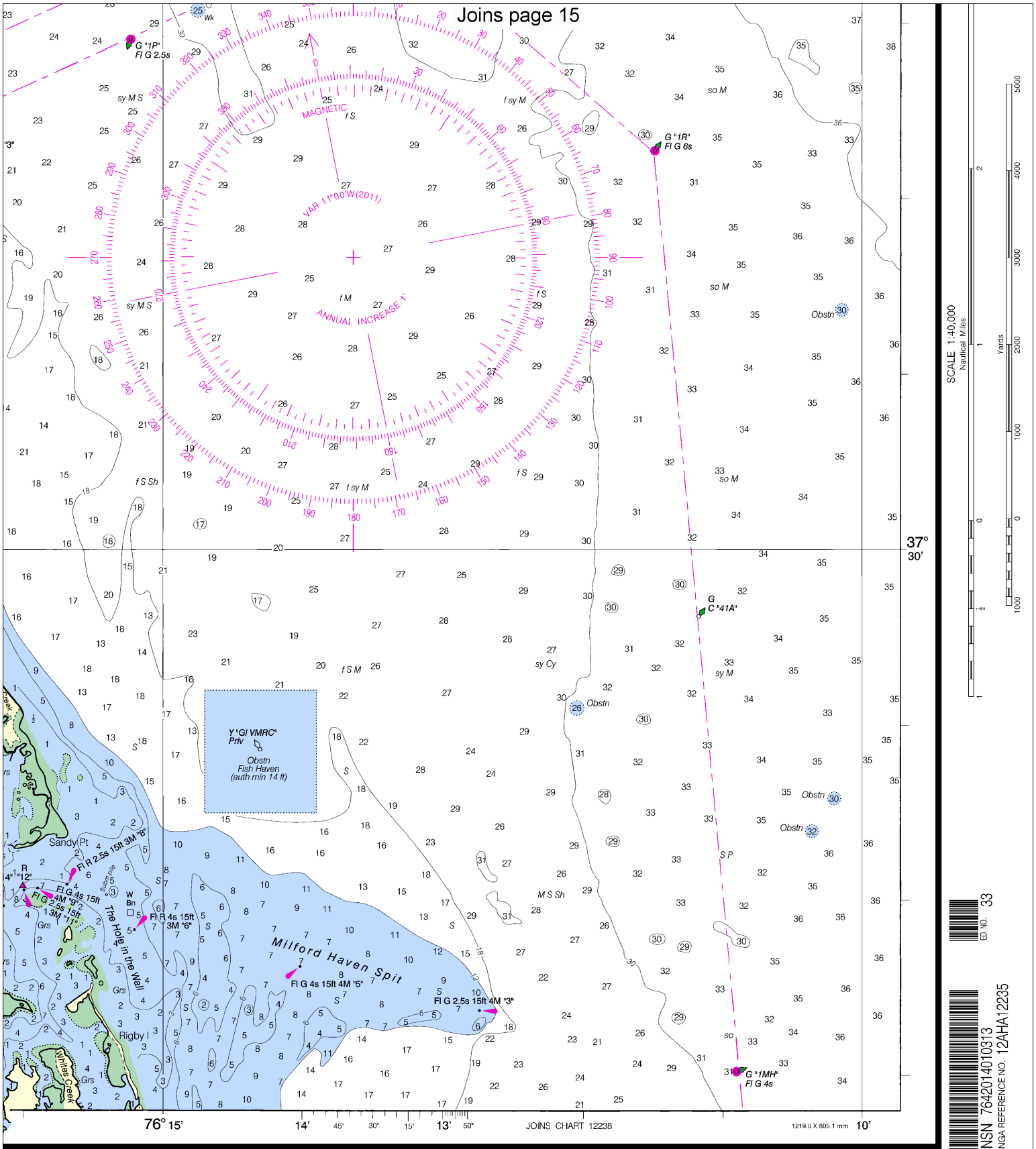
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SOUNDINGS IN FEET

Rappahannock River Entrance

SOUNDINGS IN FEET - SCALE 1:40,000

12235

ED NO. 33

NSN 7642014010313 NGA REFERENCE NO. 12AHA12235

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
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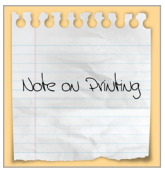

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